THE MARINE RECORD.

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AROUND THE LAKES.

CLEVELAND.

The United States District Court, Judge Welker, is in session at Toledo.

The tug Dobbins has gone to Duluth, where she will be employed in towing logs.

D. P. Dobbins, superintendent of the ninth life saving district, was in this port on Tuesday.

The little schooner Julia, of Kelley's Island, has been sold through the medium of the MARINE RECORD.

The Cleveland yacht fleet could be seen in line inside of the breakwater yesterday. It presents a formidable front.

The name of the steamer Esdall, employed in the Government survey of the Georgian Bay, has been changed to Bayfield.

The United States steamer Michigan leaves $60,000 and the revenue cutter Perry $20,000 annually at Erie for supplies.

The propeller Wocoken, which broke her crank-pin on the way to Chicago from Buffalo, haa received repairs at the Globe drydock.

We have heretofore given details of the ship being built at Radcliffe's yard, which is well under way and will probably be launched next Thursday.

The increased demand for coal at Barnhisel's dock has compelled him to place an electric light on the derrick to enable vessels to coal at all hours of the night. It is a great improvement.

The iron freight steamer under construction at the Globe Iron Shipyard, also the one at Quayle's Sons, are rapidly nearing completion and will be ready to launch between the 1st and 10th of July.

At the Globe drydock for repairs during the week were the propeller Colonial, Captain Landfair, a loose wheel tightened; the schooner Owasco, bottom calked and some other fixing. The Verona will likely go in to-day.

The old propeller Alleghany was in Globe drydock last week. She is one of the old timers, having been built at Milwaukee in 1856, and rebuilt in 1883. She is 295 tons burden, classed A1½, and is owned by C. Weston and others, with home port at Tonawanda.

A decree for $2,469.34 was rendered against the unfortunate tug Fannie Tuthill, owned by Pat Smith, by Judge Welker in the United States District Court last Thursday. In 1880, while in tow of the Tuthill, the scow Kittie, owned by John P. Deveny, ran into the abutment of the C., C., C. & I. railroad bridge. She sank almost immediately with her cargo of lime, and proved a total loss. The amount of damages for which judgment was rendered was ascertained by Commissioner Earl Bill.

The tug International, built last year by the Globe Company for the International Bridge Company, of Montreal, is for some reason to be sold. Tenters for her purchase will be received until June 21st.—*Cleveland Herald.*

The marine genius of the Herald is again displayed in the above paragraph. The young man forgets that the tug International, built by the Globe Shipbuilding Company, was launched April 17, 1884, and not last year. The tug International, referred to by the genius is the old tug, which the International Bridge Company has no further use for, and which was built at Buffalo by Humble & P., in 1871, 37 tons burden, new measurement, classed A2, approximate value $5,000. The new iron tug takes her place. What the genius means by the words "tenters will be received" in this connection we cannot tell.

The new steambarge M. Sicken arrived at this port for the first time on Friday last, bringing in 254,000 feet of lumber. She was built during the past winter by Mr. George King, at Marine City, and launched on the 11th of last month. In measurement she is 138 feet over all, 26 feet beam and 9 feet hold; 168 new tonnage, and rates A1. Her engine is a steeple compound, 16x24 for the high pressure, and 24x28 for the low pressure, and run by a boiler 7½ feet shell by 14 feet in length. The latter was built in Detroit by Messrs. Crosby & DeGraff, and the engine by Thomas McGregor, of Marine City. Her total cost is $25,000, and she will run between Bay City and Ohio ports, mainly in the lumber trade. Captain John Kuhn is master; Henry Bonya, mate, and Robert Moon, engineer.

Woods, Perry & Co.'s new steamer the Kalcaska, which has been expected for some time has at last made her appearance at this port. She shows up very handsomely and made an excellent record on her maiden trip, her officers reporting that she made good time considering that it was the running of a new engine in foggy weather most of the way. She brought down a cargo of 789,000 feet of lumber on a 13-foot draft. Her owners already express themselves as thoroughly satisfied with her in every important particular as to speed, capacity, etc. Her dimensions have already been given in the RECORD. Her engine is a fore and aft compound, cylinders 44 and 24 inches, with 36-inch stroke, and run by a boiler 10½x16 feet. The engine and boiler are from the Globe Iron Works, this city, and the craft herself, is built by Mr. Simon Langell, at St. Clair.

The new revenue cutter Fessenden made her first appearance at this port yesterday, and departed to-day for Sandusky and Toledo. The Fessenden has been in commission eighteen days and this is her first trip. The RECORD gave the details of the Fessenden's construction some time ago, which we do not deem it necessary to repeat. She is commanded by Captain Samuel S. Warner; second lieutenant, J. E. N. Graham; third lieutenant, J. C. Moore; chief engineer, Eugene Vallatt; assistant engineer, Alfred Hoyte; pilot, J. C. McGraw. Captain Warner her master, was formerly of the revenue cutter Thomas Ewing, with headquarters at Baltimore, and doing duty along the coast of Virginia and North Carolina, and this is his first season on the lakes. His commission as captain bears date of June, 1865. Captain Warner, during the war, was first lieutenant in command of the steamer Nehema and stationed with the fleet off Savannah when General Sherman made his appearance there with his grand army, and had the honor of taking General Sherman on board his vessel, and conveying him to Ossiba, where he met Admiral Dahlgren on board the Harvest Moon.

The charters reported Saturday were the schooner R. B. Hayes, coal, Cleveland to Milwaukee, 75c; schooner Nellie Redington, coal, Cleveland to Chicago, 75c; steamer H. L. Worthington, coal. Ashtabula to Eagle River, $1.15; schooner Onconta, coal, Ashtabula to Eagle Harbor, p. t.; schooner Shawnee, coal, Cleveland to Marquette, p. t. The charters reported Monday were the steamer D. C. Whitney, ore, Escanaba to Ashtabula, p. t.; schooner Wayne, ore, Escanaba to Cleveland, p. t.; schooner J. C. Harrison, coal, Lorain to Sault Ste. Mary, p. t.; schooner J. E. Gilmore, coal, Lorain to Milwaukee, p. t.; same vessel, cargo of quartz, Escanaba to Cleveland, p. t.; steamer Minneapolis, coal, Buffalo to Milwaukee, 80c. The latter gives some idea of going rates on coal, which are very firm at 75c from this port to Chicago, with a scarcity of tonnage, though hardly as much can be said of ore rates. Tuesday, the steamer Fred Kelly and consort, the schooner M. R. Warner, coal, Sandusky to Duluth, p. t.; schooner P. B. Locke, limestone, Kelly's Island to Elk Rapids, 75c free; same vessel, pig iron, Elk Rapids to Buffalo, $1.15; D. S. Austin, pig iron, St. Ignace to Erie, $1.

DETROIT.

Special to the Marine Record.

DETROIT, June 3.

The propeller Quebec, of the Sarnia and Lake Superior Line, has just arrived here and gone into the Detroit drydock for repairs to damages sustained on Lake Huron, and also to receive a new wheel. Her captain asserts that he met with a tidal wave twenty feet in height, which did serious injury to the forward cabin. It is time that this tidal wave business on the lakes was about played out, as no such thing ever occurs on fresh water, and the theory was exploded years ago by an experienced officer in the lake survey service. If there was a tide upon the lakes it would ebb and flow regularly, and be no new thing of occasional occurrence to be noticed now and then. It is well known, however, that such is not the case. The result of the aforesaid officer's experiment went to show that there was a tide providing a flow of water existed. It was established beyond a doubt that no tide was perceptible at any of the points, or if so, not to exceed one or two inches, which was practically no tide at all. Hence there is no ground for the statements occasionally made, that a tide has been observable at any time on the lakes.

The heaviest northeast gale of the season set in on the 26th, and lasted three days, but no serious disasters have thus far been reported.

The steambarge Rube Richards, laden with ore, stranded on Herson's Island, St. Clair river, and was released by the joint efforts of the tugs Winslow and Champion, during which the Champion parted a twelve-inch hawser in short order.

Captain George Butlin, an old and well known lake veteran, died at Marine City on the 26th ult., at the age of 62.

The schooner George Worthington made good time and quick dispatch the other day. Laden with lumber she made the run from Detroit to Buffalo and was discharged in thirty-six hours. She is an old timer, but has not forgotten her old tricks.

Large quantities of lumber passed here during the week, and in one tow upward of three million feet was on board of five vessels.

Fogs continue prevalent on the upper lakes, causing detention to steamers of twenty-four hours duration. On Lake Superior, ice drifted by the winds from shore to shore is frequently met with.

Freights have been ruling so low latterly between Chicago and Buffalo, that occasionally a steamship may be seen passing this way in ballast. The propeller Gordon Campbell, upward of 900 tons, has been placed in ordinary as being too small for the grain trade at present rates. She was one of the mammoths of the lakes a short time back.

The steamer Algomah, which came here for repairs, had to have her shaft spliced and has returned to resume business at the Straits.

The steamer Manitoba, which has been ashore at Southampton, Lake Huron, was released on Friday afternoon by the tug Kellogg, with the aid of pontoons. Her repairs will be made at the Detroit drydock. After going into dock her damages will be more definitely known. She belongs to the Sarnia and Lake Superior Line.

On Saturday afternoon three barges, laden with lumber, lay anchored in the stream, yet but few, if any, of the lookers on were aware of their history. They were the Nelson, Favorite and Roscius. The Nelson was but a few years since, the finest barkentine which sailed out of Milwaukee, 503 tons burden, and was built by Ellsworth at Milwaukee, in 1866, and is classed B1. The Favorite also came out as a barkentine, of 451 tons burden, was built at Marine City in 1863, by Luff, and rebuilt in 1881, was also a fine vessel and is classed A2½. The Roscius, 222 tons burden, was built at Cleverand by Jones in 1848, and was formerly a brigantine, and in those early times no finer vessel hailed from that port. All are now shorn of their former attractions. All are owned by Mitchell & B. of Bay City.

A change has been made in the sale of the tugs Stranger and I. U. Masters. The former was disposed of to Captain Laframboise for $4,000. She is 57 tons and has been in service twenty-one years. The Masters became the property of Parker & Millen, which with a steam pump brought $6,500. She is 137 tons burden and has been sixteen years in service. The schooner Babineau & Gaudry was also sold to J. W. Westcott for $250.

A dispatch was received here of the loss of the steamer Ozaukie by foundering in Lake Superior on the 27th, all on board being saved. I have made inquiries of Lake Superior masters as to her origin, but in every instance it has been a decided failure.

The Arizona was towed here the other day with a broken wheel and went into dock to have it replaced.

The tugs Charles Kellogg and Pringle have been converted into Canadian bottoms to enable them to wreck in Dominion waters. The former will be known as the Charleton. She was at one time known as the Prindiville. The Pringle has been renamed the International. The tug Masters, it is stated, will hereafter be known as the Rescue.

Four additional lighthouses are to be located in Georgian Bay by the Canadian government. They will be erected in the vicinity of Manitowaning, Sisters Rock, and the Binnacle, respectively, all of which are much needed.

The steambarge Alcona, with the San Diego in tow, both laden with coal for Duluth, broke her machinery near the Dummy, Lake Erie, on Friday. The tug Wilcox was sent to her relief and towed her here for repairs. The tug Gladiator was chartered to take the vessel to her destination and return. The Alcona is owned by Charles Bewick, of Detroit.

Another effort is being made to rescue the schooner J. N. Carter, which has been ashore at Kincardine since last fall.

[*Continued on 4th page.*]

MARINE LAW.

LIMITATION OF LIABILITY.

U. S. District Court, Boston Mass., May 6.

Before Judge Nelson.—In re, the libel and petition of the Boston and Savannah Steamship Co.—Libels were brought by Samuel Fawcett, administrator, and in his own right and that of his wife, to recover $50,000 under the general admiralty jurisprudence of the United States—$5,000 under the Massachusetts statutes, and the value of baggage and personal effects, tort—for the death of their son, Sampson Fawcett, caused by the stranding and sinking of respondent's ship, City of Columbus, Jan. 18, 1884, on which ship he was a steerage passenger, the libelants claiming that the death was caused by the negligence of the company and their agents. The libel of James Brown is brought to recover $25,000 for personal injuries and value of personal effects, the libelant being a steerage passenger and rescued. Other libels were filed of a like character. The steamship company then filed its libel and petition for limitation of liability under the act of 1851, providing that the liability of the owner of a vessel, for any embezzlement, loss or destruction by any person of any property, goods or merchandise shipped or put on board of such vessel, or for any loss, damage or injury by collision or for any act, matter or thing done, occasioned or incurred without the privity or knowledge of such owner shall in no case exceed the amount or value of the interest of such owner of such vessel and her freight then pending. To the libels the respondent company claimed that the court had no jurisdiction over the libels, by reason of the libel for limitation. After the filing of the company's libel, the court ordered an appraisment of the amount and value of the interest of the respondents as owner in the steamship and pending freight, and after making appraisment ordered stipulation with sureties to be given for payment into court of such amount and it was given. The court then issued a notice to Brown and other libelants notifying them of the filing of the libel for limitation of liability, and citing all persons claiming damages for loss of life and property, by reason of the stranding, to appear and make proof to their claims, and afterwards it asked for an order to restrain the libelants and others from prosecuting their suits. Exceptions, answers, etc., were filed by these libelants, and the cases are now argued upon these exceptions, taken in fact by both parties. They raise three questions: 1. Whether there can be any recovery in admiralty for loss of life either under state statutes or general admiralty law. 2. Whether the act limiting the liability of shipowners applies to cases of loss of life or personal injuries. 3. If it does, whether the insurance money should be brought into court. Hearing had.

LIABILITY OF THE TUG THOMAS HOOD FOR THE ADAMS STREET VIADUCT ACCIDENT.

An interesting question was decided recently by Judge Blodgett regarding the Adams street bridge disaster some time ago. There was a petition by the Vessel-Owners' Towing Company as owners of the tug Thomas Hood for limitation of their liability under the provisions of section 4,283 of the Revised Statutes, by reason of certain injuries committed by the tug. It appears that the tug was employed in the Chicago river and harbor in towing, that in that capacity on the 28th of September last took in tow the schooner David Vance for the purpose of towing her from near Wells street bridge to an elevator near Sixteenth street. While so towing the schooner she struck the abutment of the Adams street viaduct and broke part of it down, damaging not only the structure itself, but some persons and wagons on it. One of the parties cited by the company to show cause why the Vessel Owners' Towing Company should not be allowed to limit its liability to the value of the tug demurred to the petition on the ground that it did not show any case coming within the provisions of the section referred to.

The Judge, in deciding the demurrer, said the case was a novel one, but the petition had shown itself within the provisions of the law, and the demurrer would be overruled.

A QUESTION OF ADMIRALTY PRACTICE.

In the case of J. B. Taylor against the steam-tug Union, a question of admiralty practice, was decided by Judge Blodgett. This was a libel to recover damages by reason of a collision between libelant's schooner Paretta and the schooner R. B. King in tow of the tug Union. The defense was set up that the matter in controversy had already been submitted to three arbitrators, who had heard evidence and rendered their award, compelling each party to pay his own damages, so that the question was res adjudicata. To this the libelant replied that he had no notice of the meeting of the arbitrators nor any opportunity to put in evidence before them. The judge held that the agreement for arbitration was sufficiently full and explicit to define the controversy and subject matter on which the arbitrators were to act. Awards were to be liberally interpreted, and no intendment would be made to overturn it, but every intendment to uphold one. The libel would therefore be dismissed for want of equity, but without prejudice to the right to file a bill to set aside the award.

TREASURY DECISIONS.

The following decisions of the Secretary of the Treasury are of interest to vessel men:

In reply to Thomas Kinsford of Oswego, N. Y., in regard to testing boiler plates, the department does not feel authorized to permit the inspectors to cut a plate for testing the strength of plates in a boiler that has been used in a mill or for other than marine purposes, even though the plates of which it is composed are duly stamped. Rule 75 of the rules and regulations would exclude the boiler from inspection, the rule being as follows: "All steam boilers made in conformity to the steamboat law in force at the time they were built, provided always that the boilers are in good condition, may be lawfully used on any steamer, provided they have not been used for other than marine purposes."

In a letter addressed to the Attorney General, April 14, the following questions were asked:

Where stock of an incorporated company is held by aliens, has said company a right to American registry for its vessels?

Where a minority of the original incorporators are aliens, or where a majority of the original incorporators are aliens, has the company a right to American registry for its vessels?

He replies and concurs in the ruling that documents may be issued to such vessels.

A question on the payment of tonnage tax of the schooner Julia A. Ward was raised. It appears that this vessel paid tonnage tax at New York, April 21, 1883; that on her recent voyage from Matanza, under stress of weather, she put into Edgartown, Mass., when, having remained over forty-eight hours she made entry as required by law. The entry was made on the 18th of May, at Edgartown, whence she proceeded to Portland, Me., where she arrived and made entry on the 25th instant, as from Mantanzas via Edgartown, and the tonnage tax was exacted because the entry was made from a foreign port, four days after the expiration of the certificate of the last previous payment of the tax. The department decides that tonnage tax only accrues on entry from a foreign port, and that the tax collected must be refunded.

A FAVORITE STEAMER.

The following correspondence is published in the St. Clair Republican:

MARINE CITY, May 13.

To Messrs. W. S. Hopkins and Mark Hopkins: Gentlemen—There is a rumor going about that you are both interested in a steamboat which is to be run on the St. Clair river in opposition to the steamer Mary. This is doing me injury because it carries with it an intimation that the Mary is not a suitable boat for the route or is not properly managed. Having, by great exertion and the investment of a large sum of money, succeeded (in my opinion) in placing upon the river route a faster, handsomer, more commodious and superior boat in every way to any that ever occupied the route, or is likely to be placed upon it for some years, and having exercised great care in her management, I had hoped that my efforts were giving satfaction to the public, and it pains me to hear it even rumored two of the most prominent and most public spirited citizens on St. Clair river, and two whose patronage and good will I esteem of the utmost importance, have taken sides against me. Is there any truth in the rumor? Very truly yours,

C. MCELROY.

ST. CLAIR, MICH., May 15.

Hon. C. McElroy, Marine City, Mich.: Dear Sir—Yours of the 13th inst. is received this morning. There is no truth whatever in the rumor you mention. We are not only thoroughly satisfied, but very much pleased with the steamer Mary and her management, and take great pleasure in recommending her both to the pleasure seeking and traveling public, believing her to be entitled to the most cordial support.

Very truly yours,

WM. S. HOPKINS,
MARK HOPKINS.

MYSTERY OF THE LAKES.

"If you are ever drowned in Cayuga lake your friends need not go to the expense or trouble of dragging the lake for your body; for they'd never find it."

This was the cheerful remark made by a resident of Ithaca, who has a taste for geological research, and who has indulged it, during the past few years, in investigating the bottom of Cayuga lake.

"From all I have been able to discover," said he, "the bottom of Cayuga lake is a series of large openings and cavities, many of them resembling the craters of extinct volcanoes. Some of these are a hundred feet in diameter, and are surrounded by raised rims, like the sides of a milk pan. These craters, as I believe they are, lie at different depths, or rather, are of different heights. Their depth I have never been able to sound, although I have lowered many hundred feet of plumb line into them. They are undoubtedly fathomless and have become receptacles of the bodies of the hundreds of persons who are known to have been drowned in the lake during the past half century, and of the undoubted thousands of people killed in the fierce battles that were frequently waged on the shores of the lake between hostile tribes of the 'original people' years before the white man appeared on this continent.

"It was in Cayuga lake that the wretch Ruloff lowered the bodies of his wife and child, inclosed in a chest, after he had murdered them twenty years ago. The weeks that were spent in dragging for the chest was time thrown away, for it had sunk into the mouth of one of these dead volcanoes, and, if it is not sinking yet, is no doubt floating about in the bottomless depths where, in the ages past, fire and smoke and ashes were the dominant elements.

"Within forty years between 200 and 300 persons have been drowned in Cayuga lake, to recover the remains of whom the grappling iron and drag have been used industriously, but in vain. If it were possible for one to make the rounds of this lake's crater-like bed, he would, beyond doubt, encounter hideous charnal houses beyond number—caverns where thousands of grinning skeletons have found their own sepulcher, subterranean catacombs without end. Water taken from a depth of 300 feet in Cayuga lake—which must have been from one of these cavities, is strongly charged with sulphuretted hydrogen, nitrogen, carbonic acid and the carbonates of lime, potash, soda, and magnesia.

Cayuga lake has also a mysterious tidal motion. It is irregular in its occurrence, but very decided. The phenomenon has been known to appear twice a year, and then two years or more have elapsed between its periods. The water frequently recedes fifty feet. The ebb is gradual, but the flood tide comes in with considerable force and rapidity. This phenomenon is also noticed on Seneca lake, which is divided from Cayuga by the high Seneca county hills. The surface of Seneca lake is sixty feet above that of Cayuga lake, but I believe its bed is of the same remarkable character. Seneca lake rises and falls as much as three feet during the time of its tidal commotion, which is also irregular in its periods.

"I believe there is a subterranean river running from Lake Superior, through Lakes Huron and Michigan, under Lake Erie, and emptying into Lake Ontario. There is no other way in which to explain certain mysteries connected with our great lakes. The surface of Lake Superior is about 650 feet above the tide, while its bed is 260 feet below the tide level. Lake Huron's surface is fifty feet below that of Superior's, and its bed is about on a level with Superior's. The surface of Lake Michigan is 300 feet lower than Lake Huron's and its bed is sunk a corresponding distance to the level of the other two lakes. Lake Erie's surface is nearly as high as Lake Michigan's, being 565 feet above the tide, but its bed is also above tide, being 350 feet higher than the ocean level, consequently its bed is 250 higher than those of the lakes above it. Lake Ontario's surface is the lowest of all the great lakes, being less than 500 feet above tide, but its bed is 280 feet below the ocean, or about the same level as Michigan, Huron and Superior. So there is a continuous fall from Lake Superior to Ontario, and all the outlet that the upper lakes have that is known is the comparatively insignificant Detroit river. That stream never can care for all of that great pressure and volume from above, and the theory of an underground river, such as I mentioned, seems to me most reasonable. All the St. Lawrence fishes are taken in every one of the lakes but Lake Erie. Why? Because they follow the course of the subterranean stream, passing 300 feet beneath the bottom of Lake Erie, and enter the waters of the upper lakes. The great lakes above Lake Erie have an occasional flux and reflux of their waters, corresponding with ocean tides save in regularity.

"The subterranean river, according to my theory becomes occasionally obstructed by great obstacles that are constantly moving down from the lake bottoms. Then the channels of outlet are insufficient to carry off the great volume of water, and they are damned back and the lakes rise. Finally these obstructions are swept away by the irrisistible pressure, the river flows naturally once more, and the damned-waters subside. That is the whole mystery of the rise and fall of the tides in the great lakes."—*New York Sun.*

A SHIP'S POSITION AT NIGHT.

An important suggestion to seamen for finding a ship's position at any hour of the night has recently been put forth by Captain Charles S. Hudson, chief officer in the British Union Cape Mail service. His method, as proposed in the current number of the Nautical Magazine, depends upon star observations, and can be employed at any time of the night in clear weather. Although stellar observations at sea are rarely taken and are seldom relied on, Captain Hudson rightly thinks the correct taking of star altitudes is merely a matter of practice with seamen. If, upon the well-known principle of Sumner, the altitude be taken of two stars, differing in bearing as nearly as possible eight points, and the lines of position found, the true position of a ship will be where these two lines intersect. The advance made in the speed of steamships, and the fact that ports must be made and entered by night as well as by day, especially by mail steamers aiming at regularity in their trips, necessitates more precise methods of finding their positions than solar observations admit of. The plan proposed by Captain Hudson may be imperfect and not always practicable. But as an attempt to solve an important problem upon which the safety of ocean navigation will always largely depend, and as its author has found this method of great service, especially in high latitudes in narrow seas, and where currents are swift and irregular, it deserves the careful study of seamen. Could the steamer Steinmann's position have been determined by this method at any hour on the evening of the 3d instant, the proximity of the fatal ledge on which she struck a few hours later might possibly have been discovered in time to prevent the disaster. The practical results obtained from the "new astronomical navigation," as developed by M. de Maguac, a French naval commander, and M. Yoou Villarceau, of the Paris observatory, have been so accurate as to warrant the assertion of a high authority that "for the determination of the place of a ship at sea the heavenly bodies are, for the navigator's purpose, like so many lighthouses in sight.

THE COLLAPSE OF SHIPBUILDING.

After attaining last year to the highest point that it has reached in the history of the industry, shipbuilding at the North Eastern ports has in the first three months of 1884 collapsed. It has been definitely stated that there are now about 7,000 shipbuilders unemployed on the rivers Wear and Tyne. If this statement be even exaggerated, it must be confessed that there is an enormous falling off in the number and the tonnage of vessels in course of construction. On the Tyne and the Wear the number of vessels on the stocks is only about one-half of those on the stocks at the same date last year; and at the other shipbuilding ports there is also a falling off, though not quite so marked. Again, out of the vessels on the stocks there are some, the progress of which is stopped; and as others are launched their places are not taken up. It is thus clear that there will be an enormous falling off in the tonnage of the vessels built at the North Eastern ports during the current year, and it is probable that the completness of the collapse will be one of the reasons that lead to the conclusion that the recovery, if not very rapid, will be not so long deferred. The loss of vessels still goes on, and as the work of the steamers had been restricted by the enormous stocks that had accumulated, and as these stocks are now falling off, it may be fairly concluded that the demand for tonnage will recover with more speed than had been thought likely. So complete a collapse as has been witnessed and is being witnessed may lead to a revival in the trade at no very distant date.—*Marine Engineer, London.*

There is a great deal of sympathy for Captain Fagan. He sailed for Valentine Fries, of Milan, years ago, when Mr. Fries was comparatively a poor man, and made money for Mr. Fries. This season Mr. Fries displaced him as commander of the steamship Edwards and refused to give him a berth on any of the other vessels of the fleet he had been commodore of so long. Some one said the captain had throatened to kill Mr. Fries. He was on his way to Milan from Chicago, and at Mr. Fries' instance he was placed under arrest. The fact of the arrest brought on an attack of heart disease, and the captain now lies prostrate in this city. Captain Fagan's friends say he was simply going to see Mr. Fries, had no intention of harming him, and had never given expression to a threat.

It has been suggested by shippers at Montreal that the government might overcome the difficulty by making Canadian vessels absolutely free, while American vessels passing through the Welland canal may enjoy the same privilege by giving a drawback at Lachine to all vessels that pass there. If American vessels come by way of the Lachine canal instead of going to Oswego they would have the same rights as Canadian vessels.

Captain Ira F. Holt has secured the contract for transporting 600 tons of ore from the Susie Island mine to Baltimore, Maryland. He will take it to Duluth on the Stewart and from there he will ship it to Buffalo via Ward's line. From Buffalo it will be shipped by rail to Baltimore.

GENERAL NEWS.

The reduction of the public debt during the month of May is estimated at $5,000,000.

From the lake bluff, near Milwaukee Thursday evening a mirage made plainly visible the lighthouse at Racine.

American cotton goods have been making their way in Hayti and are slowly driving out manufactures of England and Europe. A little care on the part of our manufacturers will secure this market for them.

The conference of the iron manufacturers and workmen at Pittsburg Saturday resulted in last year's scale being signed, with the addition of a certain discount demanded by the men, thus averting the threatened strike.

The dome steamer Meteor, which was built to cross the Atlantic in five days, has been taken from Boston to Bath, and it is said that the Goss Marine Iron Works will try to make her engine work at the latter place.

Five seamen of the sealing brig Confederate, now hemmed in by ice in Notre Dame Bay, reached St. John N. F., Thursday, May 29, praying that aid be sent to the famishing crew on board, numbering seventy-four. They have no fuel, all the provisions except a little bread have been devoured, and the craft is surrounded by an ocean of ice as far as the eye can reach.

The United States is the only government which imposes no burden on commerce for the support of the lighthouse and buoy system. At present there are over 700 lighthouses on the American coasts and rivers, and also twenty-five floating-light stations, the total annual expense being $1,889,017. In addition to the above there are nearly 6,000 buoys and beacons, which mark dangers of less threatening character.

The Bundesrath has adopted a bill to subsidize the trans-oceanic steamship lines. The German Goverment is authorized to grant private companies concessions for fifteen years to organize and maintain regular mail steamer services between Germany and ports of Eastern Asia and Australia. The North German Lloyd has decided to establish subsidized steamship lines to Australia and Eastern Asia. Special steamers will be constructed for this purpose.

The propeller Quebec had a rough time of it on Lake Superior. She was sailing in a direct course from Port Arthur for the Sault, and when about sixty-five miles from her destination the Quebec's captain saw what looked like a fog bank approaching the vessel. The appearance of the supposed fog alarmed Captain Pymes and he ordered the helmsman to steer staight into it. As it approached nearer it took the shape of a wall of water as high as the promenade deck of the propeller, and when it struck the latter it broke all over her. Volumes of water so heavy poured in on her promenade deck that a portion of it, which was supported by a stringer 8x10 inches, gave way. It is thought to have been a tidal wave, and it is the first one ever known to have been encountered in the history of lake navigation.

BOILER FLUE CLEANER.

Keeping the flues clean is one of the most important duties connected with a boiler; when properly performed it results in a decrease in the expenditure for both fuel and repairs and an increase in efficiency. One of the best tools for doing this work is the cleaner which is manufactured by the Crescent Manufacturing Company, of Cleveland, Ohio. A hose connects the cleaner with a pipe that leads to the dome of the boiler, in order to obtain dry steam. The conical shaped head of the cleaner adjusts itself to the ends of the tubes, excluding the air, thereby preventing condensation and insuring a dry current of steam. The steam passes through the augur-shaped passage, which is without obstruction from the induction end to the outlet, and is delivered directly against the face of the tubes in an unbroken sheet, continuing through the entire length in a whirling motion, and thoroughly removing all ashes and other foreign matter. The cleaner need be held against the end of each tube only for a few seconds, so that every tube in the boiler can be cleaned in a short time. There are no parts needing attention, and the apparatus is ready for use at all times. For these reasons the tubes can be more frequently cleaned, thereby preventing the formation of scales, improving the draught, and permitting the use of a poorer grade of fuel.

The above mentioned firm also manufactures the "Crescent" steel tube scraper and boiler compound for dissolving scale and preventing its formation.

The repairs to the Rothesay will be finished about the last of June.

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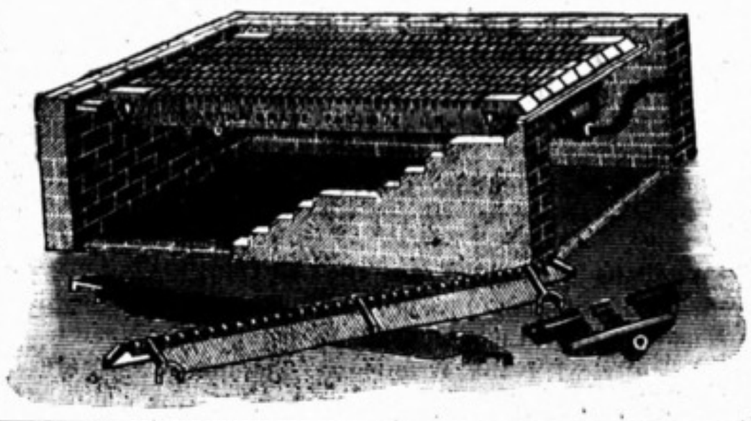

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FOR SALE.
Quarter Interest in the large Tug Samson,
One of the most powerful tugs on the lakes. She was built at St. Catherines by Shickluna, rebuilt in 1881 and measures 181 [new] tonnage. She is straight A2, with insurance valuation of $16,000, and can be insured for $19,000. Will sell quarter for $3,400; part cash, balance on easy terms. Address MARINE RECORD.

For Sale or Exchange,
Tug Annie Robertson.
Length over all 51 3-10 feet, breadth 13 3-10 feet and depth of hold 6 feet; draws 5½ feet of water; measures 9 24-100 (new) tons. and 18 24-100 old. Built in 1880 and rebuilt this spring, new deck frames and cabin, and machinery thoroughly overhauled. Engine is 14x14, boiler 8½ feet long and 4 8-12 in diameter. Warranted in No. 1 condition and subject to inspection, Price, $3,800. Address
MARINE RECORD OFFICE.

FOR SALE
STEAMBARGE MILWAUKEE.
Her length is 135 feet, beam 26 feet, and hold, 10 feet 10 inches. Boiler 17 feet long, 7 feet diameter; three flues, two 16-inch and one 17-inch. Engine 22x42. Carries 240,000 feet of lumber. Speed, 11 miles light, and 9 1-2 loaded. Insurance valuation, $15,300. Address MARINE RECORD Office, No. 2 South Water street, Cleveland, O.

FOR SALE,
A Fine Harbor Tug.
Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4,700, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

FOR SALE,
Schr. Julia of Kelley's Island.
Her dimensions are 50 feet long, 16 feet beam, 4 feet depth of hold. She is three years old and in good condition. Address JOHN REINHEIMER, Kelley's Island, O.

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THE GLOBE IRON WORKS.
SECOND HAND TUBULAR BOILER, 44 inches diameter, 43 tubes 3 inches diameter and 12 feet long, steam drum 30 inches diameter, 40 inches high; front grates, fittings and breechings; good order.
SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches, length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter; two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high.
SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breechng, good as new.
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The Marine Record.

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FREE SHIPS.

Some of the arguments advanced by our free trade brethren for the admission of foreign built ships to American registry free of duty are curious, to say the least. It is no wonder, considering the vulnerable and unstable character of the questions they find themselves called upon to answer, that they should advance nothing but platitudes, which sound well until they are pricked with logic, for it is utterly impossible to advance sound arguments under existing circumstances. One of them coolly remarks that those who ask for the protection of iron can not have followed the discussion of the question very closely, or they would have learned from Mr. John Roach that 90 per cent of the cost of a ship is labor and only 10 per cent material. Well, what does that prove? That we should throw overboard the duty on material because the duty on material is only 10 per cent of the ship's cost? We stand for protection, not only on that 10 per cent but on the other 90 per cent, which is labor. We would protect the first by a duty on material and the second by a duty on ships constructed abroad. Is this following the question closely enough for our contemporary? Does it see how this protection idea works so as to protect not only the 10 per cent. but the whole hundred? Our capitalists will not go abroad to buy or build ships as long as they have to pay a duty to procure them American entry. That is exactly what we want. Our contemporary asks a different thing, however; the removal of all restrictions, so that American capitalists can build and register where they please. That is political economy on the broad basis of free trade. Unfortunately it does not coincide with American economy, which, as everyone knows, is constructed upon protection principles. As long as everything else is protected why should not material and labor in ships be also? There is no relevance in the statement that for years our capitalists have been withdrawing from the shipbuilding interest. If the duty on ships were thrown off we should lose them altogether. If we can not compete with England with a duty, how could we do it without one? At different periods in England's history, when her maritime interests have fallen away, she has prohibited her subjects from either buying or building ships abroad. In our own case the free-ship advocates ask for a different course, that of doing away with all restrictions. Another free ship paper echoes the cry that is so common that it is getting to be like the burden of a familiar song: "What right has the shipbuilder over and above the man who produces corn?" It then goes on building upon that foundation until it has a formidable arch with that fallacy as the keystone. These people do not see that protection of manufacturers of ships, machines of all kinds, and the innumerable commodities which consume our raw materials, also protects at the same time the producers of corn. They keep up the wages of labor and the wages of labor keep up the price of corn. Lower the price of labor by removing the duties on manufactures and would not the price of corn come down? The shipbuilder has no advantage over the producer of corn. They are each affected alike. The theory of the protectionist involves this equality. They say, keep up to a high standard the price of manufactures, labor, wheat. The theory of the free trader involves equality on another plane. They say remove duties on manufactures, let labor and the price of wheat come down and all things be equal between all countries. Between these the reader must take his choice. But the free ship man is a horse of another color. He is free trade only so far as free ships go. He would knock a big hole in a single one of our protected industries and let it sink. Perhaps America could compete with Europe with unrestricted free trade, but that is purely speculative. That we could not compete in the matter of free ships alone is a self-evident certainty.

CANAL TOLLS.

Canadians interested in the carrying trade on the St. Lawrence are seeking to find means by which it can be made to compete successfully with the Erie canal. The forwarders do not like the proposition of the government to reduce the canal tolls for this purpose, for the very good reason, if the forwarders are correct in their estimates, that a reduction merely, even should it be with their own reduction to meet it, a decrease of one cent per bushel, would not meet the requirements. The forwarders think the tolls should be abolished entirely, for one year as an experiment merely, but not permanently. They feel sure that this would be met with a like reduction by the carriers and that in consequence the St. Lawreuce would receive a fair share of the grain trade. To make this possible, it is thought that the government should also step in to establish towing rates. Were this done a reduction in towing rates of 50 per cent would possibly result, leaving still a handsome profit to the tugs. In short our Canadian friends are prying into every corner in the hope of bringing rates down to an equality. As one man expressed it, "if one route could carry grain even one eighth of a cent cheaper than the other it would receive the patronage, so that it would not do for the Erie to have that advantage over the St. Lawrence route." In the meantime the New York people are reaping the benefits of free passage through the Erie canal.

WE hope the House and Senate conference committee on the Dingley shipping bill will lop off all the free ship or other tariff barnacles that it has gathered in its passage through the House and recommend the bill in its original form. It contains many measures of relief and benefit to American ship owners, which they are fully entitled to, while there can be no possible objection to it in its original shape. The duty of Congress is planin this matter.

THOSE of our readers who missed from our columns the Frankfort letter from our esteemed correspondent, Charles Burmeister, will perhaps be pleased to learn that he has taken a life consort, Miss Hattie Piening. They were married at Manitowoc on the 28th of May, and will reside at Frankfort. Captain Burmeister and his charming mate have our hearty wish for a peaceful cruise.

THE CITY OF ROME.

The schooner Redwing has been added to the tow of the steamer City of Rome. The steamer H. D. Coffinberry, which formerly towed the Redwing, will in future tow the schooner H. R. Newcomb. The City of Rome, which has recently been inspected at Chicago and hull and machinery found in good condition, and whose official number is 125,914, is a screw steamer of 1,908 10 100 new tonnage, with nominal horse power 700, class A1*, and was built at Cleveland by Quayle, in 1881, and is owned by Winslow; port of hail, Buffalo, N. Y. The schooner Redwing is 722 new tonnage, was built at Tonawanda by Jones in 1873, is owned by Smith & Davis, of Buffalo, and is classed A2. The H. D. Coffinberry is 706 new tonnage, nominal horse power 766, was built at East Saginaw by Arnold, in 1874, is owned by Smith & Davis, of Buffalo, and is classed A2. The Coffinberry's tow, the barge H. R. Newcomb is 894 new tonnage, was built at East Saginaw by Arnold in 1876, and is owned by Smith & Davis, of Buffalo.

[Detroit—Continued from 1st Page.]

The schooners A. Boody and Swallow have been chartered to take coal from Toledo, the former to Green Bay City, the latter to Hancock, Lake Superior.

A fine painting of the tug Gladiator, executed by V. D. Nickerson, of Cleveland, has been received by the owners here. It is a work of art.

The steambarge J. E. Potts, disabled on Lake Superior, will be towed to this city for repairs.

The schooner R. Doud arrived here on Friday for a new foremast.

The schooner Benedict, reported last week stranded in Georgian Bay, has not been released. The tug Porter has taken the job and is at the scene of operation. It is fifty miles from where the vessel lies to the nearest inhabitant.

The schooner Three Brothers stranded a few days since on Porcupine Island, Lake Superior. She is 349 tons burden and was built at Black River, Ohio, in 1873. She has three masts, and her valuation is $12,000, or thereabout.

Masters of vessels passing through the Straits are somewhat mystified by the appearance of a stake recently located one quarter of a mile west of Waugoschance. It marks a seventeen foot shoal.

The steambarge Monitor stranded a day or two since on North Manitou, Lake Michigan, and is in bad shape. She is 105 tons, was built at Detroit in 1870, and for a time was employed exclusely in wrecking.

The propeller Argyle has completed her repairs at the Detroit drydock, and on Friday left for Port Arthur, to try her luck again in those waters.

The schooner Josephine, laden with cedar posts, ran on Fighting Island, Detroit river, and was lightered off. It is surprising, the number which come into contact with this place, where the river is wide enough for any craft to pass day or night, and a light not far distant.

The steambarge Missouri broke her crank and was brought here for repairs.

A little scare took place on the river Friday by the discovery of fire on the steam yacht Mayflower out on the river, caused by some life preservers on the upper deck taking fire, which was easily put out with no damage.

The propeller Ocean, en route to Lake Superior, called here on Friday to go into the Detroit drydock for repairs.

The tug Winslow went to Ashtabula to tow the schooner Lizzie A. Law to Lake Huron.

The schooner Fellowcraft was chartered Saturday for coal from Toledo to Owen Sound at 65 per ton, thence ties from St. Josephs Island to Point Edwards at 7c each.

The tug Winslow has gone to Lake Superior to release the schooner Three Brothers stranded on Porcupine shoals.

Charters—Schooners Unadilla and Mineral State, coal, Toledo to Milwaukee, 75c; G. Worthington, staves, Detroit to Buffalo, $4, $6, and $8; Iron Age and David Dows, coal, Buffalo to Duluth, 85c; Consuelo, cedar posts, Rogers City to Buffalo, 7c each; Jessie, telegraph poles, Southampton to Monroe at 25c and 27c, respectively, according to length.

John Leonard is the oldest lake engineer, now verging on eighty years. He was engineer of the first steamer that exploded on fresh waters, the Wm. Peacock, in 1830.

Dean & Co., who can build a yacht in first-class style in seven days, have just completed a steam yacht, to be used at Owen Lake, 40 feet long and 9 feet wide. This yacht was built in twelve days, which is said to be the quickest time on record. Mr. Dean has several other boats under way.

Commodore Hart's new sail yacht at Detroit, received her finishing touches Saturday afternoon, and left for the St. Clair Flats in the evening. The yacht is 68 feet over all, 20 feet 8 inches beam, and 5 feet 6 inches hold. She has a cabin 30x15 feet, finished in cherry. There are three state rooms large enough to accommodate ten or eleven persons. J. W. H.

SARNIA.

The steamer Manitoba, belonging to the Northwestern Transportation Company, of Sarnia, was pulled off Hantry Island Friday morning, where she went hard on in the big gale last fall, by the tug Charleston, of Murphy's line. She is now at the wharf in Southampton and will be put in drydock for repairs as soon as possible.

MILWAUKEE.

Special to the Marine Record.

The schooner Three Brothers, of Lorain, on the rock off the Porcupines twenty-five miles west of Ontonagon, Lake Superior, has a cargo of between 600 and 700 tons of stone from Bass Island, consigned to Cook & Hyde, of this port. It is valued at $4,000, and insured in the St. Paul Fire and Marine for $3,000. The Three Bros. was built at Lorain, O., by H. D. Root in 1873, is owned by Porter Bros. of that place, is 349 new tonnage, and classed A1, with approximate value of 10,000.

The three pumps placed on the wrecked schooner Guiding Star failed to lower the water in her, and the Leviathan abandoned the wreck and returned here this afternoon. The Guiding Star was built at Oswego by Goble in 1869, was owned by Cummings of Oswego, and is 324 tons burden and was recently purchased by Wolf & Davidson. The wreck will be stripped of whatever gear remains on board, and abandoned for the present. Some of her cargo of coal may yet be saved. Later in the season, an attempt may be made to raise her with scows, should she hold together.

Schooner G. G. Houghton, chartered, 2,200 bushels of wheat to Kingston at 4 cents.

The steambarge Lewis Pahlow, which came here light from Chicago, was docked at the Milwaukee shipyard Monday, for repairs to her stern bearings. She will also receive a new crank.

The steamer City of Milwaukee is to make Sunday excursions out of this port during the summer months.

On her arrival here the steambarge Jim Sheriffs will be docked for a new wheel.

The five-masted schooner David Dows is loading coal at Buffalo for this port. This will be her first trip to Milwaukee.

The propeller F. & P. M. No. 1 was docked at the Milwaukee shipyard, and received a new sheriff wheel to replace the one broken at Manistee.

The schooner Pulaski is the last of the fleet, which wintered here, to get away. She cleared for Escanaba. During the spring she received a rebuild, including new ends, centerboard box, new plankshеer, rail, stanchions, etc., at a cost of $4,200. The work was done at the Milwaukee shipyard.

Wolf & Davidson have tne scow J. H. Hill on their boxes. She will get new sail, stanchions, plankshеer, deck frames deck, cabin and forecastle and calking all over, a new foremast. The schooner H. Rand was in drydock and got a leak stopped.

The steambarge Nahant arrived on Friday from Duluth with a load of wheat for Kearns & Son, millers.

James Sheriffs, the well known propeller wheel and marine engine manufacturer, is building a high pressure engine 20x24 for the new steambarge building by the Milwaukee shipyard company. He is very busy, having received in two days last week orders for 9 propeller wheels, which were to be put on the following boats. F. and P. M. No. 1, G. C. Markham, J. Sheriffs, J. L. Hurd, Henry Marshall, Elmer E. Wood, M. Wood and two boats at New Orleans.

Wolf & Davidson, shipbuilders are hurrying on the completion of the new schooner building at their yard and intend launching her on the 4th of July. Her dimensions are as follows: Length of keel 164 feet, beam 33 keel, depth of hold 12 feet; she has a raised floor, kelsons running fore and aft two and a half feet apart, 10 inches deep, extra floor timbers and futtocks bringing the frames very close together in the bottom; planked inside and out with four inch plank 4 inch shell pieces, beams 10x12, and extra strong deck frames. She is iron strapped, one strap 6 inches by 5/8 of an inch running four and aft; the diagonal straps 4 inches by one half an inch four feet apart run under the bilge and fasten at the head of the floor timbers; her frames were soaked in a vat of hot brine to prevent them from rotting; she will have her cabin on deck and will carry three masts. She will trade between Chicago Collingwood and Midland, carrying down grain and bringing back cedar ties. On account of her extra width of beam she is expected to carry 15,000 cedar ties, 22,000 bushels of wheat, nine hundred tons of iron ore or 500,000 feet of lumber. Finney Broth-

ers, Chicogo will furnish her fit out, with the exception of the capstan and windlass which will be supplied by the Providence Windlass Company through G. D. Norris & Company, their agents at this port. Captain Crane, formerly of the Lottie Wolf, will command her and will own one-forth share in her Messrs. Wolf & Davidson, her builders, owning the remaing shares. She will be a splendid, staunch craft of which her owners may will be proud.

Captain Fletcher, of the propeller Newburg, which arrived here from below, reports that on Sunday morning during a heavy fog the Canadian schooner Rob Roy, while lying off Bar Point, Lake Erie, was struck by the second barge of a tow of barges and cut down, one of her bows to the keel, and damaged so badly otherwise that both of her masts fell. A boat was sent to her from the Newburg and her crew taken off and brought in on the propeller. They were landed at Malden, Canada. The Rob Roy is a new vessel owned by Captain Wilkinson, and hailed from Leamington and Pigeon Bay. She had a cargo of 60,900 feet of hard wood timber.

The schooner Duncan City was run down by an unknown vessel off Bailey's harbor at 2 o'clock yesterday morning. It is not known how badly either was damaged, but the master of the Duncan City spoke the schooner Commerce as she passed in the fog, and said he was lowering a boat. The Duncan City measures 210 tons and hails from Chicago. Was built at Kingston by Thurston in 1852, owned by Parker and is not insured.

The tug Danforth, which went to the wrecked schooner Three Brothers, off Lorain, has returned to Ontanagon. The vessel is on the rocks and full of water. Other tugs and steam pumps have been telegrahed for. C. B.

ESCANABA.

Special to the Marine Record.

May 31.—A ten inch fog-signal has been placed upon the end of the pier near the lighthouse, at Sturgeon Bay. It can be heard at a distance of six miles.

The F. W. Gifford, coal laden, on Friday of last week, in a fog, while hunting for Poverty Island passage, brought up on the reef off Summer Island. The Delta went to her relief, pulled her off, and brought her in on Saturday minus two hundred tons, jettisoned.

Two vessels, the Gilmore and Richmond, light, run aground during the thick weather of the 23d. The Gilmore on Portage Point, the Richmond on Fisherman's shoal. No damage was done, yet the Owen and Delta had hard work to pull them off. Captain Bartle y of the Owen stated that the schooner Richmond, when he reached her, was strained and making water so fast that he left her where she lay, and came back for the steam pump. Having put it aboard, she was pulled off on Sunday and towed to Manitowoc to be placed in Rand & Burger's drydock.

The Z. Sargisson, the N. Ludington Co's. tug, has been entirely rebuilt, and is again in commission, towing lighters and logs.

The Lady Washington was withdrawn from her accustomed route and sent to Manitowoc, on Wednesday, to have her stern bearings overhauled and put in order.

The steamer Messenger will next week run from Cheboygan, via Manistique and ports on west shore, to Chicago. Induce Captain Ed. Bouchard to touch at Escanaba; we can assure the Captain a good many passengers would avail themselves of such a chance.

The schooner Grantham is loading a cargo of O'Callaghan's timber for the British market.

It is a daily occurrence of vessels being fast in the ice off Marquette. Ten vessels were stuck fast in the ice at the same time last Wednesday. Is Marquette to be a good summer resort, or has the Adams family moved there from Massachusetts?

Shipments of iron ore to May 28 aggregate 356,466 tons, a big months work; 167,837 tons came from the Menominee range mines, the rest from the Marquette district; 279,701 tons, nearly four-fifths of the whole output was shipped from Escanaba. The Chapin mine leads with 62,541 tons.

The schooner H. W. Sage, ashore on Fisherman Shoal, was released by the tugs Champion and Delta and towed to this port. The Sage is not leaking. E. G.

PORT HURON.

Special to the Marine Record.

The schooner Chester B. Jones, bound up, got aground at the southeast bend of St. Clair Flats and stuck twelve hours before she was released. The schooner Mears has also been released at Point Edward by lightering.

Another attempt to raise the sunken schooner Sam Cook is to be made. A wrecking expedition has left Port Huron for that purpose.

A raft of 1,500,000 feet of logs belonging to Brooks, Joslyn & Co., in tow of the Admiral D. Portor, of the Moffatt tug line, went ashore on Huronia Beach in the gale of May 27th. About 1,100,000 feet were long logs and the remainder short ones. A considerable quantity of the short ones escaped in the storm. The contract for getting the raft off the beach has been let to James Brandimore and Andrew Causley, of this city. P.

MANISTEE.

Special to the Marine Record.

The steamer Ludington collided with the steambarge R. A. Seymour, Jr., while lying at the Government pier, doing some slight damage which $100 will cover.

Application has been made to the authorities at Washington for a fog whistle at this port. It would be of great benefit to vessel men coming in here, also to those going up and down Lake Michigan.

The schooner Crawford, owned by R. G. Peters, has had a thorough rebuild and been converted into a three-master. She will make her first trip this week.

The tug Lou Wallace, of St. Joseph, has been purchased by parties at Manistee and Portage for $5,000. She will do towing at Portage Harbor. W. T.

LORAIN.

Special to the Marine Record.

We came near having a serious accident at our port on the evening of the 28th. The steambarge Queen of the West was leaving the harbor, towing her consort the schooner Cyclone. Coming in was the steambarge Smith Moore, laden with iron ore, and when about 300 feet from the end of the piers the barges collided. The Moore struck the Queen of the West on her port bow, breaking several stanchions and opening the butts on her upper deck. The Moore came off little better, having some damage done to her stanchions and to her rail on the port bow. The Moore glanced off and caromed on the schooner Mary, which was lying quietly at the dock. The Moore carried away her timber heads fore and aft, damaged her port quarter somewhat, and broke some of her stanchions. They proceeded on their way without waiting for repairs. The Queen of the West left in the morning towing her consort. The damage sustained by the Mary was paid by the Moore, a matter of $40. Should think five hundred dollars would cover the damage done to the three vessels. Expenses were not high considering the fun they had. M. P.

ASHLAND.

The lost steamer Ozaukee did not sink three miles out in the lake as at first reported. She left Ashland for Bad river and Marble Point with a large quantity of freight for the south shore fishermen and the Montreal River mines. The sea became very heavy, as the wind had been blowing steadily from the northeast all day. When off Marble Point she rolled so heavily that her steam-whistle pipe broke, letting all the steam escape from her boilers, and leaving her to the mercy of the waves. Her anchors were let go, and the broken steam-pipe repaired. She made an effort to run back to Ashland. The sea proved to heavy, however, and she began to leak. Her pumps were put to work and she tried to make the mouth of Bad river. She struck the bar, however, and the sea tore away her pilothouse and upper works, filling her hold with water. Her hull will be abandoned, as it is worthless. The machinery will be recovered and put into a new hull, which is already being built.

AMHERSTBURG.

It is understood that the Dominion Government will reduce canal tolls on grain one-half the present figure, as a temporary expedient for this summer only. They propose to remit one-half of the present canal tolls of five-eighths of a cent per bushel, provided others interested reduce charges so as to make up one cent per bushel. The government rate for the present season will therefore be five-sixteenths of a cent per bushel.

BUFFALO.

Special to the Marine Record.

It is reported on reliable authority that Alexander McMaster will be appointed government boiler inspector in place of Robert Learmouth, who vacated the office to take the position of chief engineer of the Anchor line. Mr. McMaster was chief engineer of the old Commercial line of propellers for about eleven years and up to the time when the effects of that line fell into the clutches of the law. He is a first-class machinest as well as engineer, is thorough-going and conscientious, and therefore well qualified to faithfully discharge the duties of the position for which he is mentioned.

Freight at 2½c per bushel from Duluth to this port is apparently no inducement to keep vessels in that trade, therefore the steamer W. T. Graves and schooner G. W. Adams have gone into the coal trade between here and Milwaukee. Also the steamer Iron Age and David Dows. These vessels will probably return with ore from Escanaba.

The Tonawanda lumber shippers who are fighting the canal boatmen's association are said to be hard pressed by their eastern correspondents. These gentlemen say that their lumber must be sent on at once.

The propeller Onoko arrived from Chicago on Friday with 106'000 bushels of grain, making the run in three days and eighteen hours. She leaves her immense cargo at the Bennett elevator and returns to Chicago with coal at 80 cents.

Coal freights Saturday were rather quiet, but rates remained very firm. Charters comprised steamers Philadelphia and Onoko, coal to Chicago at 80 cents, schooner Schuylkill to Milwaukee at the same figure, and schooner Florida to Manitowoc at 90 cents. The latter comes here light from Cleveland. Coal freights continue strong with vessels in light supply. Tuesday: For Chicago steamers H. J. Jewett, Juniata, Clarion, coal at 80 cents. For Milwaukee, steamers Minneapolis, D. Ballentine, schooner Northwest, coal at 80 cents. For Kenosha, schooner Narragansett, coal on owner's account. For Racine, propeller Potomac, coal at 90 cents. The Canadian steamer Niagara is loading railroad iron for Port Arthur at $1.50, free.

D. S. Bennett, refusing to come into the Elevator Association on such terms as the members desired, the association has, practically, disbanded for the present. Hereafter no charge will be made grain cargoes for elevating, which savs owners ¾ cent. The cost to the vessel will be as heretofore. Bennett will also elevate free.

The fine record of the Onoka on her trip down and her style of handling her cargo may be added to, in the fact that she took her cargo of 2,600 tons at the Lehigh docks in eleven hours. Her grain overran fifteen bushels.

The shipments of coal thus far from Buffalo this season aggregate 226,620 tons, an increase of 16,240 tons over last year for the same period.

The owners of the schooner Groton will lay her up until freights improve.

Coal rates are very strong at former quotations. It was learned in the afternoon that shippers at Ashtabula were paying 85 cents to Chicago.

DULUTH.

Special to the Marine Record.

The propeller Ocean, of St. Ca therines, a Welland canaler of 420 tons burden, is a recent purchase by the firm of Graham, Van Horn & Co., to run with the Prussia between Duluth and Michipicoten. J. T. Rose, formerly of the Collingwood line, is the agent at Duluth.

The Lake Superior Transit Company and the St. Paul & Duluth railroad, who have so long pulled together, are now indulging in a little war of their own, and a bitter one. Since the expiration of last year's contract they have been unable to agree upon terms for a new one, and now the extreme of vindictiveness is being resorted to, viz., refusing to handle freights consigned by either, to one or the other companies. This of course complicates the situation at Duluth, and if it continues it can have but one outcome, and that is a new line of boats to connect with the St. Paul railroad at this port. Indeed negotiations to this end are already pending.

According to the Herald, 1,050,000 bushels of wheat has already been shipped from the port of Duluth this season.

The export of grain and flour via Canadian lines, through this port this season, bids fair to eclipse all former ones. B.

CHICAGO.

Special to the Marine Record.

The barge Golden Age, the largest sail craft on the lakes, being 1,762 tons, new measurement, was loaded with 94,780 bushels of corn for Buffalo in two hours and twenty minutes at Chicago. Seven spouts were used at once.

The propeller Cuba got a log in her wheel just east of the open draw of Rush street bridge on Friday afternoon, and the services of a diver were required to extricate it. Frank Hill performed the operation with the assistance of a line attached to the Cuba's pony engine. A good deal of complaint is made by vesselmen about the frequency with which logs and timbers are encountered in that vicinity. The workmen employed on the structure have been warned not to throw the waste wood in the water, but they do not seem to heed the warning. More stringent measures should be adopted to prevent them from violating this natural law of common sense.

At the Vessel owners' drydock one of H. Fox & Co.'s dredges is in getting a partial rebuild; the barge R. L. Fryer had her decks calked; schooner Conquest had some new planks in her bottom and calking; schooner Alice B. Norris got a new sprit sail yard and some repairs.

The schooner F. M. Knapp is in the Chicago drydock getting her aft centre box taken out and some calking; schooner Newsboy is getting a leak stopped; the steam canal boat B. J. Moore went in for a new shaft and to get a leak stopped; the schooner Ellen Spry had her decks calked and a new topmast; the barge Newcomb got now hatch combings; the steambarge Coffinberry had some repairs, and the schooner Charlotte Raab a new centreboard.

At Miller Brothers' drydock the steambarge Emma E. Thompson, owned by S. Cobb, of this port, is being pulled to pieces and will receive a thorough rebuild; schooner Australia is getting calked; tug Shelby is getting a new wheel; tug M. Brand will have a new wheel; schooner C. J. Magill had her bottom calked, also the barge Powers. The Imperial will have some alterations made, as her present owner, Mr. Titley, intends using her in the sand trade. T. W.

The schooner Ottawa, Captain John Ratter, arrived from Grand Haven on Sunday evening. This is her first appearance at this port since she was on fire. She has received a splendid new cabin, built of red oak, four new deck frames, some new deck planks, new cabin deck and timber heads, mizzen boom and gaff, all supplied by Duncan Robertson, shipbuilder at Grand Haven. Dunham & Holt of Chicago will supply her with a new mainsail and foresail.

The schooner Driver, Captain David Miller, owned by the Miller Brothers of Grand Haven, arrived on Saturday night, her first time of arrival at this port since last fall, when her gallant captain and crew saved twelve of the crew of the steambarge Akeley. She has been put in good shape at Duncan Robertson shipyard, Grand Haven, having received new frames fore and aft, some new planking new ceiling, plankshear and stanchions, bowsprit, main boom and fore gaff. We are very sorry to add that the United States Government has done nothing to acknowledge the heroic conduct of the Driver's captain and crew.

SANDUSKY.

The schooner M. R. Warner received a new rudder stock at this port.

THE STEAMER CUMBERLAND.

CHICAGO, June 1.

Editor of the Marine Record.

DEAR SIR: In your paper of the 15th of May I see a letter from the engineer of the Cumberland in which he describes the engine as doing wonderful work and of which I wish to correct a few statements. As I was engineer of the Cumberland last year I am a little interested. He claims she tows a schooner faster now than she run alone before, which I deny. We towed the schooner Helvetia nine miles an hour, cutting off at 11 inches with a Trout wheel 11 feet 10 inches diameter, 14 feet pitch; average revolutions 70 per minute, with 85 pounds of steam; the wheel she now has is 11 feet 3 inches diameter, 14 feet pitch; and the old engines towed that wheel 76 revolutions running light with schooner in tow. Her fuel consumption is very good as compared with last year. Credit where it is due is all I ask. Hoping you will find space in your journal.

HENRY G. PAYNE,
Engineer City of Rome.

NAUTICAL NOTES.

The propeller Gordon Campbell was placed in ordinary. It is claimed that she is to small for profit at the present rates.

The barge A. F. Squires is commanded by the Rev. Captain Donahue, who has retired from the pulpit until the close of navigation.

In a yacht race from Oswego to Fair Haven the Ella came out victorous, beating the Katie Gray, Cricket, Laura and Cygnet. There was a heavy fog at the time.

The propeller Dean, owned by S. Neelon, has been sold to Lake Superior parties. The figure is not stated. She will run between Lake Superior and St. Catharines in future.

Two inspectors of customs have been detailed to examine coastwise vessels at Kingston and report their cargoes to the custom House. Such cargoes otherwise would not be accounted for at any port.

The recent storm played old hob with the fixings on the Protection. She was all ready to be pumped out when the storm came up. All the batting washed away, and Downer will try it again when the sea runs down.

The Dominion Wrecking Company has called a meeting of its creditors. It is proposed to make the stock holders pay up, as if they do the creditors will receive all that is due them.

The schooner Katie Eccles, Captain Redfern, was the first vessel to enter the Murray canal. She ran up the canal half a mile with a cargo of coal and contractors' supplies. She drew ten feet of water.

The American yacht club intends holding a series of races, open to all steam yachts owned by members of recognized clubs, during the present year. The contests will be so arranged as to test the speed and qualities peculiar to such vessels.

Duluth Herald says Mrs. Captain Smith, proprietress of the Colingwood Lake Superior line, died at Owen Sound recently. Mrs. Smith was well known in Duluth and never failed to make Duluth a visit every summer. She had a large circle of friends and her death is universally regretted.

Among the companies incorporated at Albany on Monday the 26th inst. was the Thousand Island Steamboat Company, "to run a line of boats on the St. Lawrence river, principally between Cape Vincent and Alexandria Bay, in connectian with the Rome, Watertown and Ogdensburg railroad." The capital is $40,000.

The Andy Johnson brought back the old surfboat of the Chicago life saving station, and it was put in its old quarters. The boat was placed in the Evanston station last fall. Captain St. Peter has been repairing the boats in this station all spring, and they are now in better condition for service than ever before.

The latest reports from the barge Monitor, stranded on the north Manitou Island are to the effect that the wreckers are no nearer to releasing her than they were last fall. Captain Moore, of the propeller Rochester states that she in decks-to in the sand and is exposed to all northerly and easterly winds. When the Rochester passed the island the wreckers were not working on her.

A majority of the masters arriving at Chicago from below express a good deal of surprise because they see a shoal stake anchored about a quarter of a mile off Waugoschance light. This stake has not been in position more than a month, and for the benefit of masters who are not aware or its existence it might be well to state that it marks a seventeen feet shoal. It is located due west from the light at the distance stated in the foregoing.

The Duluth Herald says, the tug Andrew J. Smith, Captain McCulloch, left here for Port Arthur with the schooners Sherman and Mills in tow. She will leave her consorts at Port Arthur and go to the rescue of the canal schooner Sir Steuvensie, ashore near that place. The schooner went ashore last fall, and is said to be but little injured. The Smith will tow her to Detroit where she will be docked. She was light when she went on.

The tug John Miner has been placed in commission after extensive repairs, which were necessitated by her bout with the tug Chicago some time ago. The trouble which has arisen through the collision bids fair to end in a law-suit, as neither captain will admit that he was at fault. The owner of the Miner has filed a claim for damages, including the total cost of repairs, with the owner of the Chicago, and the latter refuses to consider it at all.

The mammoth barge Golden Age got aground in the west draw of Adams street bridge. Five tugs pulled at her almost constantly for three hours and a half, but it required two additional boats to move the monster. The Golden Age's draught forward was only fifteen feet six inches, while the city is supposed to have the draws of bridges dredged to a depth of at least sixteen feet. It was a caution to the advocates of smoke-burners to see how admirably those machines worked while the tugs were working.

Captain T. W. Kirby's new steamship, now on the stocks, is progressing rapidly and will be ready to launch about the middle of August. The new boat is to replace the H. C. Akeley, which was lost on Lake Michigan last fall. She will have three masts and a carrying capacity of about 45,000 bushels of corn, costing when completed about $60,000 Her dimensions are as follows: Length over all, 200 feet; length of keel, 185 feet; breath of beam 32½ feet depth of hold, 14½ feet. The engine and boiler were taken out of the old propeller New Era. She will be placed in the grain and coal trade between Chicago and Buffalo.

The old brig Alexander has created something of a sensation the past few days in the vicinity of Blackhawk street in the North Branch, Chicago. She broke away from her moorings at the dock and has been drifting around the river, endangering the safety of of the other craft. It is doubtful if the Alexander will ever be put into actual service again. She has had her day, having at one time been considered the largest, fastest, and best vessel afloat. She was built at Port Dalhousie, Can., in 1857, by A. Muir, and is now the property of the Merchants' Bank, Quebec. It is doubtful if she will ever be disturbed in her present position.

The body of Leonard Ames, mate of the steamer G. P. Heath, who was lost overboard on the morning of April 16th, was found in a pound net four miles north of Muskegon on Saturday morning by the tug Richards, of White Hall. Word was sent here in the afternoon, and the steamer A. B. Taylor went down after the remains. The steamer arrived at her dock about 9:30 Sunday morning, and the remains were interred here at 4 o'clock that afternoon. The body had been in the lake thirty-nine days, and was found seventeen miles from where he was lost overboard.—*Saugatuck dispatch, May 28.*

It is said the steambarge Wm Edwards tried to pass through the west draw of Van Buren street bridge while the bridge was closed, and as usual in such cases the bridge fared badly. The accident occurred while the travel over the bridge was heaviest, but fortunately nobody was hurt. The Edwards was steaming up the river with the tug A. B. Ward ahead, and successfully passed through Adams street bridge. At Van Buren street the red ball was up, signifying that vehicles and foot passengers were being accommodated. Captain Smith, of the Ward, checked the speed of his boat and allowed her to drop alongside of the Edwards. Captain Edwards was arrested but discharged after hearing.

Captain Loudon, owner of the schooner Gypsy, which went ashore and was abandoned at North Bay last fall, has settled satisfactorily with the insurance companies. He has purchased the wreck where she lies, and is now at work with a crew of men taking the lumber out of her. He intends to fill her hold full of cedar, and in a few days send for a tug, when the captain thinks she can be gotten off without much trouble. She will then be towed to Sheboygan for repairs. Considering that the vessel has been on the rocks for six months in an exposed position, she has sustained comparatively little damage, and the captain feels well over the purchase so cheaply made from the insurance companies.

The Echo says Captain Frank B. Hackett is getting ready for an expedition to go down to Pigeon Bay to locate the propeller Forest Queen, which was cut through by the ice and sunk near the Dummy about fifteen years ago. Although several attempts have been made to locate her, none have been successful. If found she will probably be raised, as the hull is thought to be in good shape, while she has a valuable engine and a new boiler was put in her the season she went down. She is owned by C. Chamberlain, of Detroit, and Au Sable parties. Captain Hackett thinks there will be no trouble in finding her as he knows within a quarter of a mile where she is. Capt Lew Cook was sailing her when she went down. The passengers walked ashore on the ice, but the ice shifted that night and carried away all her upper works, which were seen off Colchester next morning.

St. Ignace has made a display signal station. W. H. Hombach has been appointed signal officer. A forty-five-foot pole will be erected on Hombach's dock immediately. The flags, lanterns and other paraphernalia are at hand. The appointment of station and officer are good, showing that the "Government at Washington still lives."—*Chippewa Co. News.*

Monday evening, May 26, Mr. Smith introduced in the Cleveland council a resolution authorizing the committee on harbors and wharves, to rent the dock at the foot of St. Clair street to the Floating Bethel for $750 a year. The committee met Thursday and recommended that the resolution be amended by adding the following: "provided that the said Floating Bethel place the dock in proper repair to the satisfaction of the city civil engineer," and that as so amended it be adopted. The committee also transferred the dock at the foot of Superior street from H. P. Chamberlain to C. H. Strong.

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KEEPS IN STOCK
A Full Line of Vessel Supplies,
Lubricating and Lamp Oils of the Best Quality,
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Mackinac Line,
For Mackinac, St. Ignace, Cheboygan, Alpena, Oscoda, Port Huron, Detroit and intermediate lake and river ports.
Steamer ATLANTIC, Capt. D. Nicholson,
Leaves Cleveland every Friday evening at 8 o'clock.
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Will extend the regular trip on to Petoskey, Harbor prings and Charlevoix.
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DAVID BARNHISEL, Agent.
DOMESTIC & STEAM COAL
Cleveland, Ohio

TRAVELERS' REGISTER.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper:

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*1 10 A M	*12 05 A M
No 8, N Y, B & A Express	*6 35 A M	*7 00 A M
No 26, Elyria Accommodation	†8 05 A M	
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	*1 55 P M	*2 25 P M
No 14, Special N Y & Bos Expres		5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*11 55 A M	*12 05 A M
No 23, Mich Express via Sandusky	*2 15 A M	*2 35 A M
No 3, Chicago Express via "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 10 A M
No 21, Toledo Ex via Norwalk	†12 55 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 15 P M	12 40 P M
No 9, Chi Pac Fx via Norwalk	*6 06 P M	*6 30 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, May 11, 1884 trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Cincinnati & Columbus Express	*7:30 A M
No. 23, Galion & Wheeling Express	6:40 A M
No. 9, Col., Cin., Ind & St. Louis Ex	*6:40 P M
No. 5, Col Cin., Ind. & St. Louis Express	*2 35 P M
No. 27, Galion & C. L. & W. Acc	4:30 P M
	Arrive.
No. 8, Col. & Cin. & Ind. Express	*6:40 A M
No. 20, Galion & C. L. & W. Acc	9:30 A M
No 12, St. Louis & Indianapolis Express	*2:00 P M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, Columbus & Cincinnati Express	4:45 P M
No. 22, Wheeling Express	6:45 P M
No. 4, Col., Cin & N. Y. Fast Line	1:15 A M

Trains marked * daily, all other trains daily except Sunday

F. B. THOMAS, General Manager.
O. B. SKINNER, Traffic Manager.
A. J. SMITH, General Passenger Agent.
CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time, 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8.35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m Rochester 8:20 p. m.; Hornellsville 6:00 p m. [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p m. Arrive at Pittsburgh 5:50 a. m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpesville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsbugh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

10 35 a. m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a m; 1:05 p. m., and 9:45 p. m,

☞This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
M. L. FOUTS, Passenger Agt, 131 Bank St. Cleveland.

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NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect Nov. 16, 1883, and until further notice:

GOING EAST.

Lv.	Chicago	7.45 a. m.		
Arr.	Valparaiso	9.37 "		
"	Fort Wayne	1.00 p. m.		
"	New Haven	1.35 "		
"	West Leipsic	3.45 "		
"	Arcadia	4.44 "		
"	Fostoria	4.57 "		
"	Green Springs	5 44 "		
"	Bellevue	6.10 "		
Lv.	Bellevue	6.20 "	7.55 a. m.	
Ar.	Lorain	7.50 "	9.16 "	Accom.
Arr	Cleveland	9.02 "	10.22 "	
Lv.	Cleveland		10.27 "	3.52 p. m
Arr	Painesville		11.38 "	5-05
"	Ashtabula		12 25 p. m.	6.03
"	Conneaut		1.25 "	6.30 "
"	Erie		2.09 "	
"	Dunkirk		3.47 "	
"	Buffalo		5.20 "	

GOING WEST.

Lv	Buffalo	9.50 a. m.		
Arr	Dunkirk	11.24 "		
"	Erie	1.23 p. m.		Leave
"	Conneaut	2.20 "		6.15a. m.
"	Ashtabula	2.51 "		6.46 "
"	Painesville	3.44 "		7 43 "
"	Cleveland	4.52 "		8.55 "
Lv	Cleveland	4.57 "	6.47 a. m.	
Ar.	Lorain	6 12 "	7.35 "	
Arr	Bellevue	7.35 "	9.17 "	
Lv	Bellevue		9.20 "	
"	Green Springs		9.44 "	
"	Fostoria		10.22 "	
"	Arcadia		10 34 "	
"	West Leipsic		11.30 "	
"	New Haven		1 35 p. m.	
"	Fort Wayne		1.50 "	
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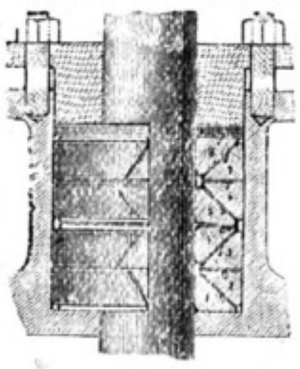

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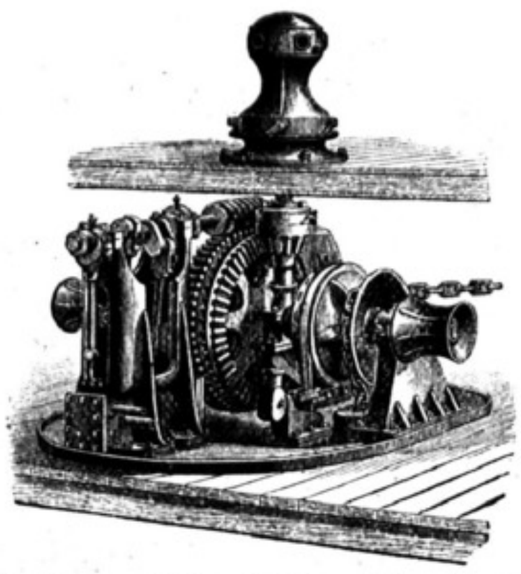

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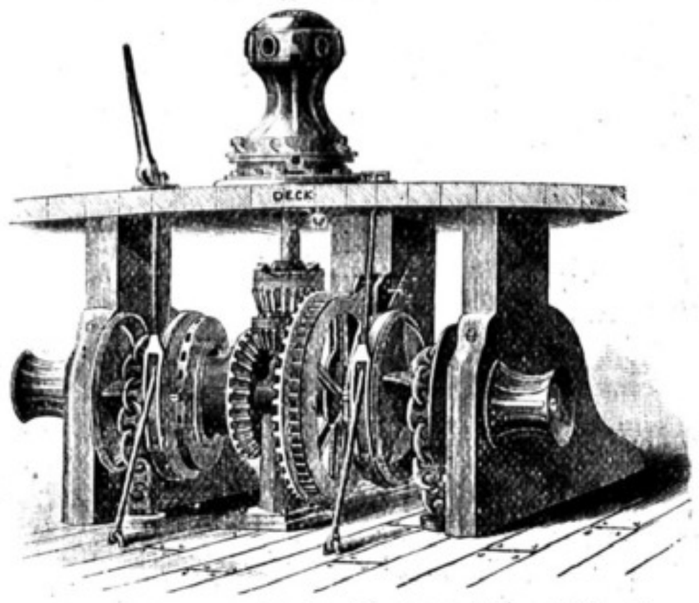

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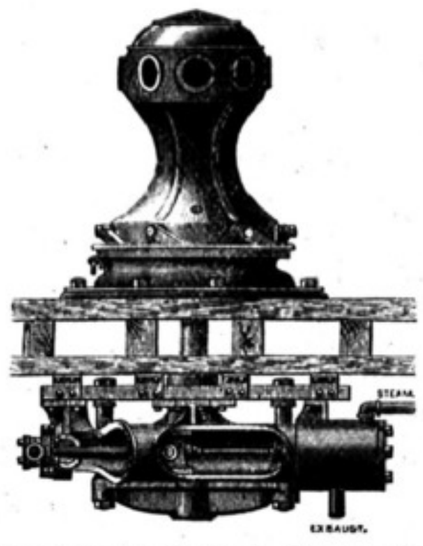

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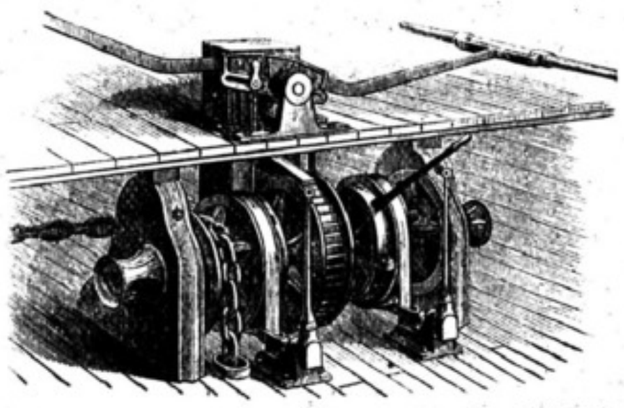

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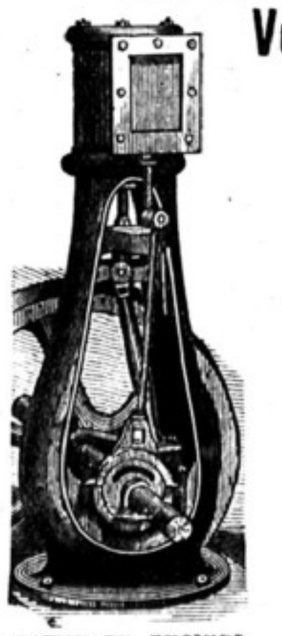

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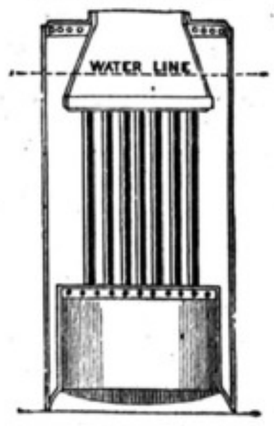

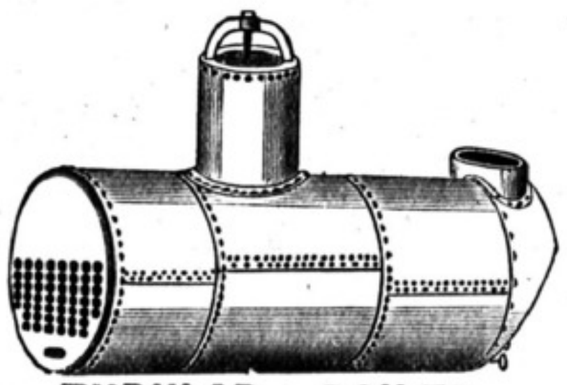

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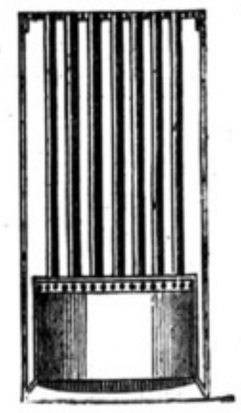

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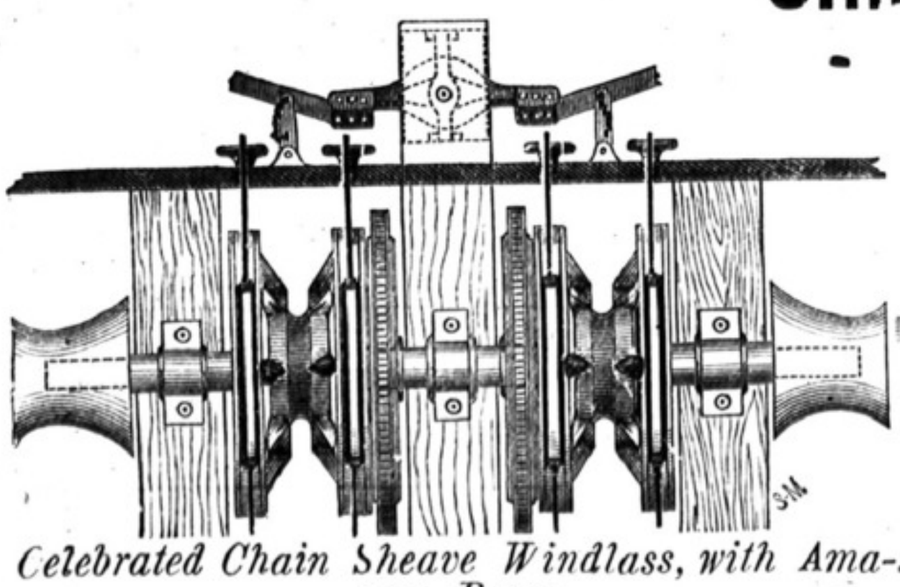

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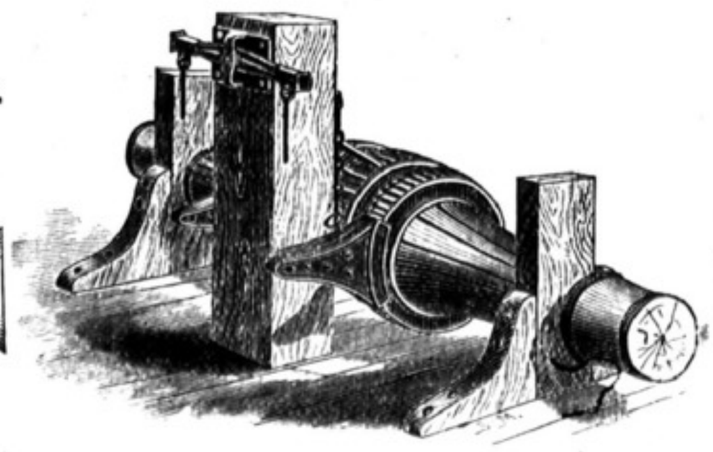
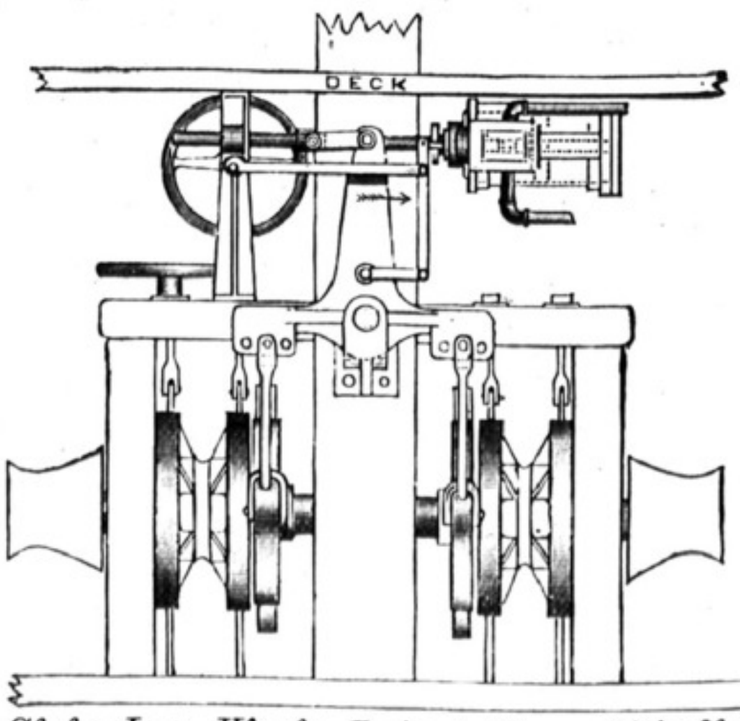


The Common Patent Windlass.



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